

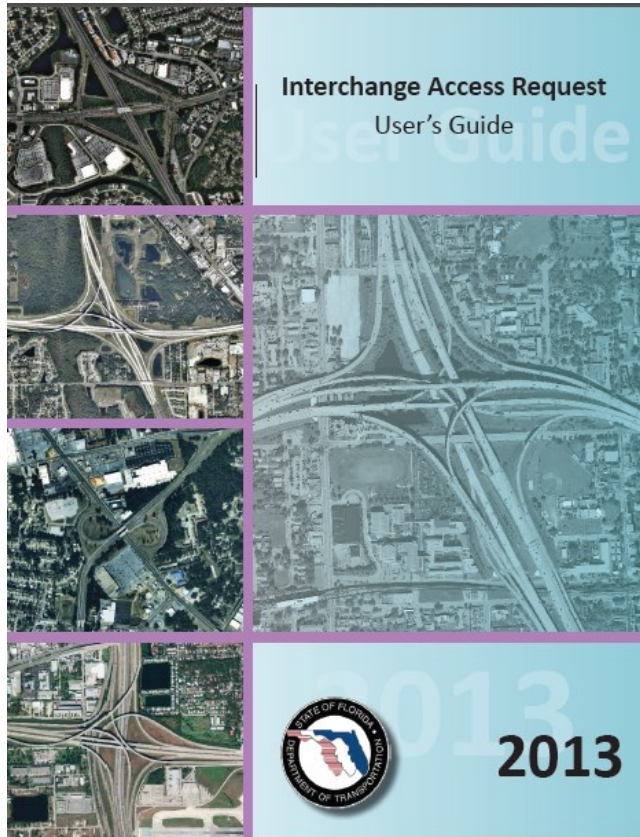


Florida Department of
TRANSPORTATION

Interchange Access Requests

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- FHWA is required to approve all new access or changes in access points pursuant to 23 U.S.C. 111
- 338.01 Florida Statutes
- 14-97 Florida Administrative Code



INTERSTATE SYSTEM ACCESS INFORMATIONAL GUIDE

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OFFICE OF INFRASTRUCTURE

- New Interchange
 - Interchange Justification Report (IJR)
- Modification to an existing interchange
 - Interchange Modification Report (IMR)
 - Interchange Operational Analysis Report (IOAR)
- Some improvements to an interchange may not require an official report
- Methodology Letter of Understanding (MLOU)



Examples of IMRs

- Modification of geometric configuration
- Completion of existing partial interchange
- Relocation of a ramp terminal
- Relocation of existing ramp entrance or exit gore point
- Express lanes direct access to an existing interchange
- Increase in number of lanes at on ramp gore point



Examples of IOARs

- Addition of left turn lane onto an on ramp
- Addition of right turn lane onto an on ramp
- Addition of lanes to an existing on ramp
- Shortening of an off ramp
- Conversion of channelized free flow right turn lane to signal control
- Relocation of gore point closer to the crossroad



Examples of non-IARs

- Addition of left turn lanes, right turn lanes and through lanes at terminus of off-ramps
- Relocation of ramp termini along the same roadway which does not shorten the off-ramp
- Extension of an on-ramp as an auxiliary lane ending at the next downstream interchange
- Access (slip ramps) between express lanes and general use lanes on the interstate
- Implementation of ramp metering or other control of vehicles entering the interstate
- Adding through lanes on the cross road at the ramp terminal
- Widening an existing off-ramp
- Relocating gore point further away from the interchange
- In-kind bridge replacement
- Construction of overpasses
- Interchanges proposed within a new limited access facility

Approval of IARs can be conducted in a one or two step process

- One-Step Process:
 - Access request submitted concurrent with the PD&E Study
 - The IAR engineering and operational acceptability and PD&E determination issued concurrently
- Two-Step Process:
 - First step is the engineering and operational acceptance of the IAR.
 - Second step is approval and acceptance of PD&E study by FHWA

- Change in design concept
 - Different alternative chosen during PD&E
 - Design Build projects
- Time Lapse before Construction

Policy Point 1

The need being addressed by the request cannot be adequately satisfied by existing interchanges to the interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).

Policy Point 2

The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit and HOV facilities), geometric design and alternative improvements to the interstate without the proposed change(s) in access (23 CFR 625.2(a)). (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

Policy Point 3

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the interstate facility (which includes mainline lanes, existing, new or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the interstate facility, ramps, intersection of ramps with crossroad and local street network (23 CFR 625.2(a) and 655.603(d)). Each request also must include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

Policy Point 4

The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park-and-ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2) and 655.603(d)).

Policy Point 5

The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP) and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93.

Policy Point 6

In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d) and 771.111).

Policy Point 7

When a new or revised access point is due to a new, expanded or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and interstate access point (23 CFR 625.2(a) and 655.603(d)).

Policy Point 8

The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).



Contact Information

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